

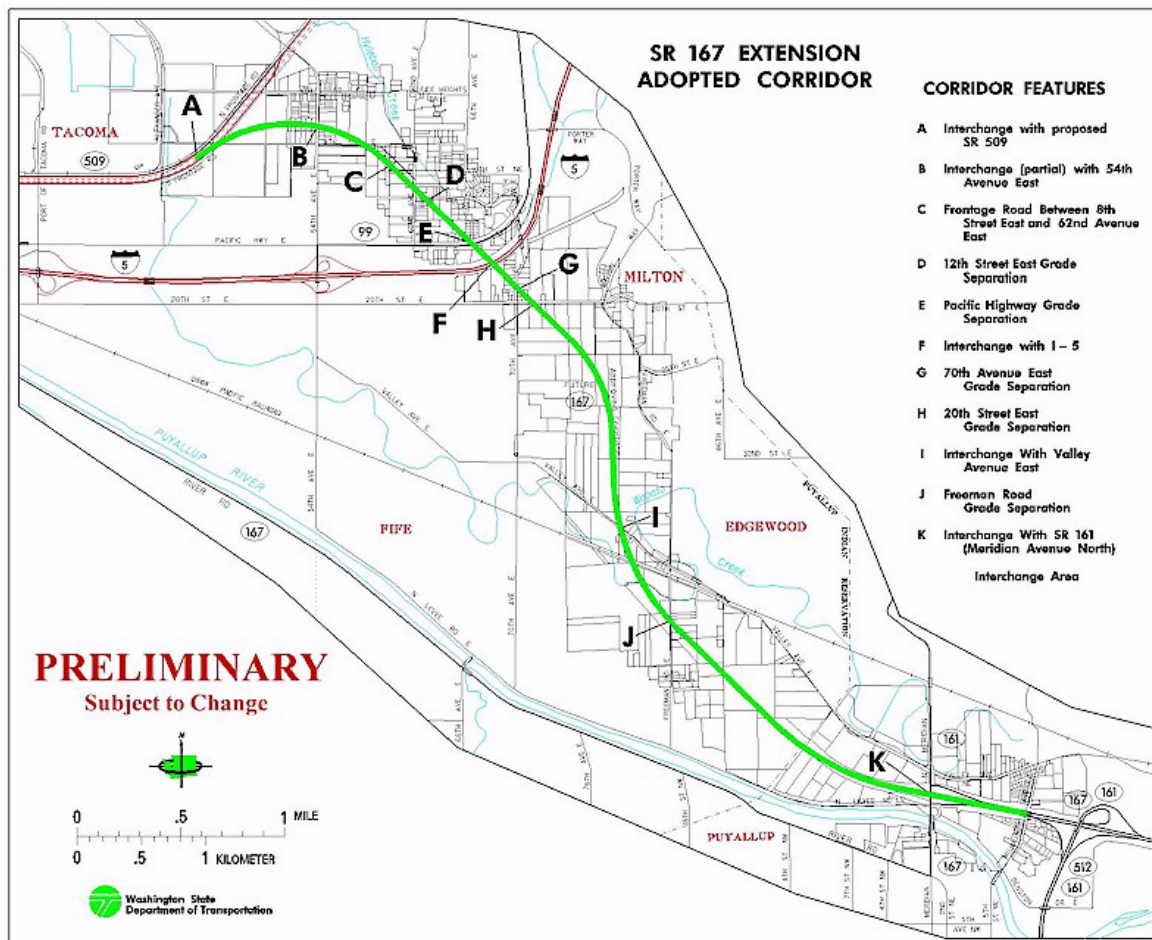
SR 167, Extension (SR 509 to SR 161)

WSDOT is now developing designs for extending SR 167 by adding six miles of new highway lanes on the north side of the Puyallup River in Pierce County. This alignment will extend SR 167 from its junction with SR 161 in Puyallup to SR 509 in the Port of Tacoma area. Work that is being done now will provide the necessary environmental documentation that will be needed to obtain construction permits later on.



Existing I-5

Proposed I-5 Interchange



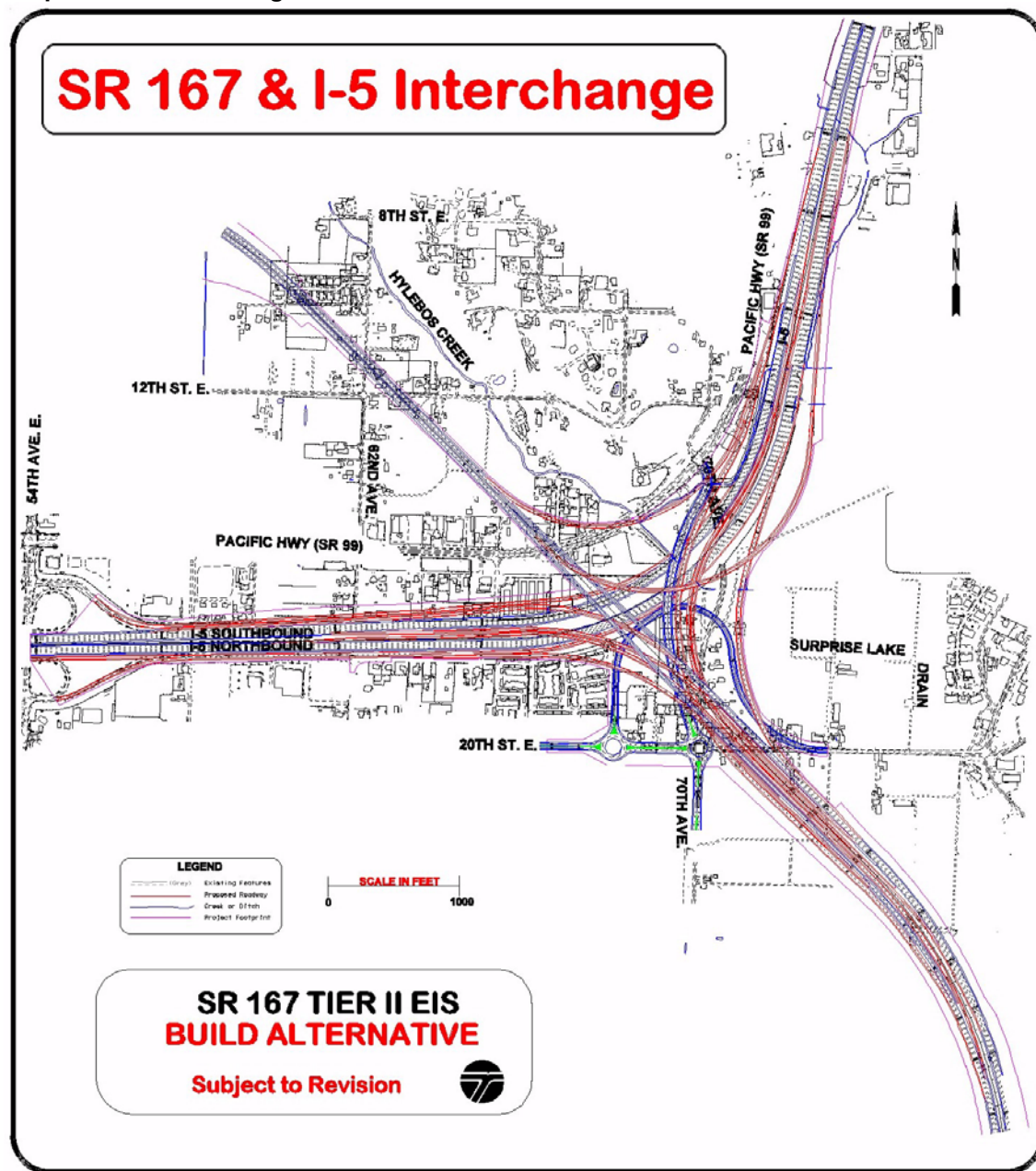
Why is WSDOT proposing this project?

The new four-lane freeway will help relieve congestion in the lower Puget Sound region by offering commuters, travelers, and shippers an alternative to Interstate 5, especially providing a key link for movement of freight between the Port of Tacoma and I-405. The SR 167 extension will be designed to accommodate future HOV lanes.

The end results

When constructed, the facility will be a divided highway, providing two general-purpose lanes in each direction, with the width needed to accommodate future HOV lanes. Access to the new facility will be provided at interchanges in key locations: SR 509, 54th Avenue - partial interchange, Interstate 5, Valley Avenue East, and SR 161.

Proposed I-5 Interchange



What is being done to address environmental issues?

A detailed analysis of the project's environmental impacts must be completed and an appropriate plan for mitigation of adverse impacts be developed and documented as part of the Environmental Impact Statement (EIS). The SR 167 project was selected as a federal pilot for a two-tiered EIS process. Tier 1 EIS selected the corridor and Tier 2 defines the "footprint" of the highway within the corridor.

What are the project time lines?

The Tier 1 EIS document was started in 1990 and was approved by the Federal Highway Administration (FHWA) in 1999. Further study of the selected corridor began in the spring of 1999 with the Tier 2 EIS. The final Tier 2 EIS is scheduled to be submitted for FHWA approval in summer 2002.

What is WSDOT doing to involve and inform the public?

Up to this point, WSDOT has conducted stakeholder interviews, established a citizen's advisory committee, and held four open house meetings in the project area. In addition, newsletters have been direct-mailed to over 10,000 recipients within the project area. A web site of project information was created in January of 2000.

Government-to-Government Tribal Consultation Process

Government to Government consultation was initiated between FHWA (on behalf of WSDOT) and the Puyallup Tribe. Coordination with the Puyallup Tribe has continued directly with WSDOT. The Puyallup Tribe and WSDOT have worked together on design issues related to the project.

What safety features will be included as part of this project?

The SR 167 extension will be built according to the current highway design standards. Access to the highway - those areas where motorists enter

Project Update:

September 2001

Current status of project:
Developing preliminary design data for environmental impact statement.

Project Facts

- Constructs six miles of four-lane divided highway on new alignment.
- Complete the interchange at SR 167 and SR 161 (Meridian)
- Build a new interchange at Valley Avenue and SR 167
- Build a new freeway to freeway interchange at I-5 and SR 167
- Build a partial interchange at 54th Avenue and SR 167
- Connect SR 167 to the existing SR 509 near Port of Tacoma Road
- The highway will be designed to provide roadway width for future HOV lanes.
- Estimated construction cost \$829 million (in 2000 dollars).
- Three archaeological sites have been discovered within the project limits.

and exit the highway - will be limited to key interchange locations to reduce the number of traffic conflict points, unlike older segments of the highway system where there are numerous intersections and driveways that may result in increased numbers of accidents. The new highway will also be divided to eliminate the occurrence of head-on collisions.

Financial Information

Funding to complete the environmental documentation (Environmental Impact Statement) and to acquire a small amount of right-of-way is included in the 2001-03 biennium. Additional funding is required for the design, remainder of the right-of-way acquisition, and construction phases of this project.

Expenditure Plan

	Prior Expenditures	Remaining Costs	Total
State Funds	\$1,667,000	\$1,486,000	\$3,153,000
Local Funds	\$371,000	\$108,000	\$479,000
Federal Funds	\$2,768,000	\$1,572,000	\$4,340,000
Funded subtotal	\$4,809,000	\$3,685,000	\$8,494,000
Unfunded amount		\$1,089,823,000	\$1,089,823,000
Total Cost	\$4,809,000	\$1,093,508,000	\$1,098,317,000

Financial data is current as of 9/1/01.

How can I get more information?

For detailed information about the SR 167 Extension project, contact:
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 (360) 570.6602, or toll-free 1.888.322.7732